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RE Report

By Dave Geis

What?! Every weekend already?! Here it is only around the first of April and

it's already been a month of doing something SCCA every weekend. I actually feel sorry for all those people



Greg Laws tests his fire-fighting skills.

that only make one or two events a year. This is a blast!

Attention Racers. Due to a few people around the country that aren't fixing their cars with any kind of regularity, expect a change starting this year <insert groan here>. Check out 11.2.1C (page 89 in your GCR) concerning appearance. Cars appeared at the Runoffs with the same damage (or in primer) as the year before so it's been decided to police this area a lot better. The change? If you're involved in even a *minor* incident, expect a visit from us friendly Scrutineers. We'll

(Continued on page 5)

Solo Scene

By Paul Sherman

Oh boy, where to start? I've never had to write an article or column before, so please bear with me while I try and figure out how this works. We're well along into 2002 and we've already had 2 solo events. By the time you read this it may be three. As you are probably aware, this year was not looking very promising. The new solo chairman had resigned and the only available site we had was Strother Field. I was asked if

I was interested in taking on the position of solo chair, so I said "what the heck, why not?". Then Brian Meyer gave us some outstanding news regarding the use of the "N" lot at Boeing for the solo events. A big thanks goes to Brian and all the other Boeing employees from the club that helped make this happen. I'm still trying to find other places to run, so maybe we'll have a few more events scheduled later this year. As it stands right now we will have a total of 9 solo events,

6 at Boeing and 3 at Strother. The 6 Boeing events will be points events, as well as the next 2 at Strother.

Speaking of Strother, the first solo of the year was held there on February 24th. I thought it turned out to be a halfway decent day (for Feb), even though the wind threatened to blow the cones to Wichita in the morning and Ponca City in the afternoon. We had 38 official entries and a couple fun runs, in-

(Continued on page 3)



The Witches' Wail

c/o Tom Regen
2305 S. Cooper
Wichita, KS 67207

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(Continued from page 1)

cluding Dave Walker who drove his Mustang all the way from Colorado. Dave Green turned in a fine effort in his "new" Miata and came away with FTD of 42.673, beating Kevin Rayzor's 42.800. They were the only drivers to get into the 42's that day. Thanks to Loren for laying out the fun course and thanks to everyone who helped make it a great day.

March 17th saw us at Boeing for the St. Patty's Day solo, where Brian Meyer layed out a fast, fun course. We had 64 entries and 3 fun runs, plus added 5 new SCCA members. There was a great battle in the last heat of the day for FTD between Dave Green and Jim Harrison, with Jim squeeking by with a 38.745 to Dave's 38.779. Jim and Dave were the only driver's to run in the 38's. I think everybody had a great time, and I'd like to thank all the participants for keeping things clean during and after the event. We have to make an extra effort, as we are guests at Boeing and can't afford to lose the site.

It seems that there is some confusion (controversy?) over the new street classes this year. It is my understanding that the new STX and SM2 classes are regional/divisional optional and will be offered as supplemental classes at the nationals. The Wichita region is offering these classes and will continue to offer our region's SO class as well. There will be a more concerted effort on my part to get people (at least the newbies) in the most correct class for their cars. For anyone who isn't sure what class they should be in, please see me before/during registration and we should be able to figure it out.

Upcoming solo events, lemme see, oh yeah, April 7th at Boeing is our next local event, then May 12th also at Boeing. The event chairs/co-chairs are as follows:

Apr 7 - Jim Harrison/Tom Dupler; May 12 - Mike Schofield/Matt Brewster; Jun 2 - Lonnie Heston/Robert Foster; Jun29/30 - Jim Harrison (Divisional) Jul 28 - Mike Herrick; Aug 11 - Chris Rigsby; Sep 22 - Dick Price/Matt Brewster; Oct 13 - Ray & Carrie Barker

We need co-chairs to take Matt Brewster's spot and we need co-chairs for July 28th and Aug 11th. Also upcoming is the National SoloII at Houston on April 5/6, the ProSolo in Topeka (!) on April 13/14, then the Solotime MidDiv Championship round 1 in Salina. We should have some members going to the Topeka ProSolo; maybe we can get a good article out of them?

Well, I can't think of anything else to say (whew!), so till next month...

Paul

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2002 Annual Tech Contacts

Racers, start your engines! But first, make sure you get your annual tech done the day before the first race **J**. So here's the list of people who can take care of that for you. Pleeeeease - give them a call as soon as you can.

Carrie Barker	554-1142	Frank Diringer	283-1247
Ray Barker	554-1142	Rick Estes	788-6915
Dennis Demoure	689-0869	Dave Geis	832-0496
Ben Diringer	283-0957	George Morrison	722-2872



Contribute to your Wail

If you have any articles, letters, photos or ideas for submission contact the editor:

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Kumho V700 Tires - 2 x 245/45/17, full tread, New, mounted once but never used (wouldn't fit on car). \$250/obo. Brett Miguel, 773-4951 or badbmw@kscable.com

(5) Hoosier Tires 205/50-15 RR compound. - and -
Supertrapp Muffler 2 1/4" inlet, 4" disks. Brand new, never been used. 4 lbs. \$150 Sergio Velez 945-3998

Fuel Cell 12 gallon ATL with surge tank installed. \$375 or best offer. Chester Bailey 942-5304

Formula Jr 2-cycle kart set up for solo, lots of spares, starter, kart suit and neck brace included. \$1200 Britt L o 1 1 e y , 683-9743 or bl2260@aol.com

Race Car Trailer- Steel beaver-tail bed, 17 feet long, 78 in. between fenders, tandem axle, 6-ply truck tires, electric brakes, 7x3x4 storage locker with shelves, tire rack, electric winch, \$2,000. Steve Bachenber (316) 721-1941 or bachenberg@prodigy.net

Race Wheels & Tires, Non-DOT use- Set Goodyear rain tires 2-27x10x15, 2-25x9x15 mounted on 15x10 Jongbloed 3 piece wheels, Chevy 5 bolt pattern, \$650 set. 5- Jongbloed 3 piece wheels, Chevy 5 bolt pattern, \$100 ea. 1- 15x10 Steel wheel, Wide 5 pattern, \$50. 1- 27x11.5x15 McCreary racing slick, never mounted, \$50. Steve Bachenber (316) 721-1941.

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Wichita Region would like to welcome Charlotte and Bruce Sargent back to Wichita from the frozen North!

(Continued from page 1)

need to write any damage up in your logbook and it'll have to be repaired in a timely manner (like before the next race). Either give one of us a call and have it checked some time between races or, when you bring your logbook to tech for your sticker at the next race, we'll go and inspect it then. It may seem like a pain in the *^#, but we'll all get used to it and it'll help the SCCA image a lot.

So let's start out before the month of March. A great Solo II at Strother on Feb 24th. Paranoia about the cold front that was coming was all in vain. The wind shifted during the last heat, but it never even got much cooler. A bank thermometer on the way back through Winfield still showed 64 degrees.

And Loren designed the perfect course for our "new" car. Lots of transitions and slaloms for testing the new rear suspension (new shock, different ride height), front suspension (bigger sway bar, solid metal bushings, different alignment), and new brakes (both master cylinders, new

shoes of a different compound all around, different front/rear bias). Just wish it had involved some shifting so I could try out the new clutch master cylinder more. Anybody remember me saying that I wasn't going to do anything to the car over the winter? **J**

Then on to March 2nd. Remember the snow and ice that started on the Friday before? There was supposed to be an AVRG Board meeting on Saturday. Oklahoma had it even worse than we did and the members from NeOkla Region called a quick halt to the meeting in Perry.

Then Lu and I decided to spend our 28th wedding anniversary at the Crash Fire Rescue school at Heartland Park Topeka on March 9. (Yes, we have a habit of spending anniversaries with our extended family. We spent the evening of our 25th at a Divisional Solo II planning meeting. And, no, we don't have much of a life). Rumor has it that the 85 people who attended the class (11 from the Wichita Region) made it one of the biggest Crash & Burn schools

ever held in the country!

Like all other SCCA activities, it was great fun. The classroom portion for us F&C novices covered everything from what the flags mean (and how to hold them) to some involved medical information. In the afternoon it was out to the track with sub-zero wind chills! Yep, corner workers are out in all kinds of weather, so no exceptions were made **J**. We got to put out fires, had a simulated "incident" on a corner (including one that had all three drivers blocking 100% of the track, getting out of their cars and exchanging blows), and driver extrication. (Ask Lu how she felt while she was being extricated from Guy Watley's ITA Fiero and was turned upside down by five people to be able to get her on a backboard <grin>.) If there are any other Crash Fire Rescue classes given in the area, I highly recommend going to it. Even if you never plan on working a corner, they're full of information that you can use in any specialty or even in everyday life.

And you meet some of the

greatest people in some of the most oddball places. While at the Zoo putting a K&N air filter in Lu's new mid-life crisis... uhhhh... Protégé 5 (the Monte was terminal), Lu introduced me to Stu something-or-other who said he used to race. The subject of the air-cooled VW powered trains at the Zoo came up and, since I've worked on the trains, someone told him that we had a VW powered race car. Perfect timing, he was in the gift shop when I was there. He used to race a GTU Porsche 911 everywhere between Elkhart Lake and Road Atlanta. We talked for 20 minutes until everybody he was with got tired of waiting on him. Turns out he was the President of the American Zoological Association and will be checking out the SCCA in Silver Springs, MD when he gets back home!

And then the fantastic Solo II at Boeing (!) on March 17th! Not only did Brian Meyer jump through all the hoops necessary to get us back on there, he did his usual great job on course design. Evidently we made a decent impression on a few other people also. We ended up having 6... yes 6!... people join the Wichita Region at the event! Welcome to the family!

You can probably tell by the writing that I'm getting pooped the further this article goes along. I need to get it to the Editor before the deadline, so I won't even get into the two day Solo II up in Salina that a bunch of us are going to. So when's the next event? Oh yeah, a Solo on the 7th of April at Boeing, then the race at Hallett on April 13/14, then..... **J**. Is this fun or what?



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Parlez Vous Renault?

Here's a little something Lonnie Heston put together and sent to the Wichita Region Email list.

For everyone who picks on Greg and his lil' Frin-er Fran-er French car, see if you're smart enough to pass this test. Answers are at the end, don't peek!

1. Where could you go skiing if your auto-cross car doesn't need your time or bucks over the winter?
2. What do you call a racetrack with the braking point signs in French?
3. What is one unit of the measurement made by a Renault tachometer?
4. What is the Renault engineer's term for a battery cable clamp on a Renault?
5. What do you call an out of production 2-door Buick in the south of France?
6. Four questions, same answer: (For the ladies in the audience) What do we call a bead with a design consisting of a vertical and horizontal line? (For the Interior Decorators) What is a type of decorative finial on some curtain rods? (For students of Western Hemisphere History) What is the original name for Morden on the Bay of Fundy? (For the auto-cross nuts) What would we call an autocross event in France?
7. What does a Honda mechanic call a fruit fly from a French vineyard?
8. What do you call an aging rock group with black & white painted faces in Paris?
9. What may have been used to hold a repaired starter on the early Citroen 2CV together (until 1953)? (Hint - this is the car with corrugated sheet metal body parts).
10. What is the proper Renault engineer's term for the right rear fender on a Renault?
11. To hear Greg Laws tell it, what is the Renault's handling is as smooth as?
12. What do you get when your autocross time is not as good a Greg Laws in his Renault?
13. What would most of the autocross competitors be if Greg Laws had built up an R5 Turbo?



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- | | |
|---------------------------|--------------------|
| 1. French Alps | 8. French Kiss |
| 2. French Language Course | 9. French Knot |
| 3. French Revolution | 10. French Quarter |
| 4. French Connection | 11. French Silk |
| 5. French Riviera | 12. French Lesson |
| 6. French Cross | 13. French Toast |
| 7. French Fry | |

Solo 2, Autocross, Gymkhana or Slalom?

February 24th Solo Report

By Loren Williams, event co-chairman

In this case, the general idea was SLALOM! I drew up a cool increasing speed very offset slalom to start the course (think 'fast esses'), leading into a "free-form" turnaround (choose your favorite mistake), a fast sweeper to the left funneling through a tight "lane change" into a tight 50-foot slalom, a slow sweeper to the right, and a 90-degree left pointing you straight through the finish. Simple, but fun. That was the plan.

Well, it almost worked. My 2-year-old map of Strother that showed all of the broken up areas (thanks, Tim Harmon!) was a little out of date, there are some new broken up areas. This had the largest effect on

the offset slalom at the beginning of the course. Instead of being a nice straight evenly spaced slalom that increased in both distance and offset as it went, it ended up being a sort of "drunken slalom". Gates were placed seemingly at random with wildly varying offsets placed to keep the course on the best surface. It was still fun, and probably even more challenging, but it wasn't at all what I'd intended. Oh, and if you ever get the urge to build a 50 foot slalom... don't. Unless you enter it from a dead stop, 50 feet is too tight for a "fun" slalom. 'Nuff about the course. Everyone had fun on it in spite of its quirks, and that's why we came!

The weather was... well, remember it WAS February. For February, it was simply awe-

some! The temperature was near 70 degrees and it was my own first run where it's not too hot and it's not too cold... it's too windy! And raw time of 48.035. It's always good to get that stupid stuff out of your system on the first run!

Big thanks to Event Chairman Rob Roytas (all I did as co-chair was set up the course and write this article) and all those who assisted him. I recall Chuck McCoy and new Solo Chairman Paul Sherman being on-site before the rest of us arrived. Dave and Lu Geis pulled in right ahead of us. And Rob Roytas and I caravanned down together with Robert Foster. Another big help was Bob Cummings who

We had 38 drivers coming from the far reaches of Kansas, Oklahoma... and even Colorado! Low turnout was expected, and it was a non-points event, so each driver was given 6 runs on the course. David Green set the fastest time of the day at 42.673 seconds with his new-to-him '99 Miata. One of

to Strother on Saturday afternoon, and make a second trip out to retrieve it Sunday evening. Thanks to Dave Green for making a run into Winfield to get flour to line the course... even though he's still in the doghouse for kicking a key cone on my course before it was marked.

The new Solo season is rolling. See you next time at Boeing!

PS: Rob told me not to mention the fact that I beat him. (how'd I do, Rob?)

Top 10 Best Times

Pos	Best	Car #/Class	Driver	Vehicle
1	42.673	54 CS	David Green	1999 Mazda Miata
2	42.800	23 SS	Kevin Rayzor	2001 Chevrolet Z06 Corvette
3	43.231	25 FM	Dave Geis	1982 Morton Fvee
4	43.304	19 AS	Jim French	1989 Chevrolet Corvette
5	44.184	7 ESP	David Walker	1997 Ford Mustang Cobra
6	44.706	32 SM2	Chad Sutton	1999 Mazda Miata
7	44.768	59 BS	Ken Neely	2000 Honda S2000
8	44.994	53 ESP	Paul Foster	1997 Chevrolet Camaro SS
9	45.268	20 SO	Loren Williams	1996 Mazda Miata
10	45.404	19 SO	Rob Roytas	2000 Mazda Miata

Top 10 Indexed Times

Pos	Pax	Best	Car #/Class	Driver	Vehicle	Index
1	34.650	42.673	54 CS	David Green	1999 Mazda Miata	0.812
2	35.781	42.800	23 SS	Kevin Rayzor	2001 Chevrolet Z06 Corvette	0.836
3	35.856	43.304	19 AS	Jim French	1989 Chevrolet Corvette	0.828
4	36.181	46.149	36 STS	John Dolecek	1994 Toyota Celica GT	0.784
5	36.441	45.268	20 SO	Loren Williams	1996 Mazda Miata	0.805
6	36.496	44.184	7 ESP	David Walker	1997 Ford Mustang Cobra	0.826
7	36.550	45.404	19 SO	Rob Roytas	2000 Mazda Miata	0.805
8	36.881	47.042	0 STS	John Bieberly	1999 Subaru Impreza	0.784
9	37.023	44.768	59 BS	Ken Neely	2000 Honda S2000	0.827
10	37.165	44.994	53 ESP	Paul Foster	1997 Chevrolet Camaro SS	0.826

The PAX index is a method of "equalizing the differences between classes by converting each driver's best time to its theoretical equivalent if each driver had been in an A-Modified car."



Wichita Region SCCA - Official Solo Results

February Freeze Your A** Miata Event

2/24/2002 at Strother Field

Pos	Car #	Driver Sponsor	Vehicle Tires	Best	Run-1 Run-5	Run-2 Run-6	Run-3 Run-7	Run-4 Run-8
SS: Super Stock Open								
1	23	Kevin Rayzor	2001 Chevrolet Z06	42.800	48.602 (1) 42.800 (0)	44.010 (0) 45.427 (1)	43.567 (0)	DNF
AS: A Stock Open								
1	19	Jim French	1989 Chevrolet Corvette	43.304	44.952 (0) 43.304 (0)	44.283 (0) 45.839 (1)	45.798 (1)	43.404 (0)
BS: B Stock Open								
1	59	Ken Neely	2000 Honda S2000	44.768	46.143 (0) 45.065 (0)	46.523 (0) 44.768 (0)	46.958 (1)	44.782 (0)
CS: C Stock Open								
1	54	David Green	1999 Mazda Miata	42.673	44.503 (0) 42.882 (0)	45.370 (1) 42.673 (0)	43.156 (0)	45.227 (1)
2	18	Christian Super	2001 Toyota MR-2	46.970	52.703 (0) 48.470 (0)	50.871 (1) 46.970 (0)	51.207 (1)	50.649 (1)
DS: D Stock Open								
1	33	Todd Wright	2002 Nissan Sentra	51.852	DNF 51.852 (0)	DNF 52.388 (0)	54.666 (0)	52.997 (0)
ES: E Stock Open								
1	44	Chuck McCoy	1983 Porsche 944	47.479	54.383 (0) 47.479 (1)	48.630 (0) 48.174 (1)	DNF	47.985 (1)
HS: H Stock Open								
1	69	Mark Braun	1988 Honda CRX	48.228	51.217 (0) 55.691 (3)	48.863 (0) 52.660 (2)	53.971 (2)	48.228 (0)
CSP: C Street Prepared Open								
1	74	Danny Thomas	1985 Pontiac Fiero 2M6	47.435	51.617 (0) 47.435 (0)	48.604 (0) 50.160 (1)	47.740 (0)	53.220 (3)
ESPL: E Street Prepared Ladies								
1	3	Vicky Foster	1997 Chevrolet Camaro SS	52.195	58.481 (0) 54.729 (0)	52.195 (1) 52.485 (0)	52.230 (0)	56.303 (2)
ESP: E Street Prepared Open								
1	7	David Walker	1997 Ford Mustang Cobra	44.184	46.408 (0) 44.609 (0)	46.155 (0) 44.184 (0)	45.988 (0)	46.102 (0)
2	53	Paul Foster	1997 Chevrolet Camaro SS	44.994	46.847 (1) 48.843 (2)	46.848 (1) 45.171 (0)	44.994 (0)	46.808 (1)
FSP: F Street Prepared Open								
1	1	Bob Cummings	1991 Toyota Celica Turbo	47.744	51.019 (0) 51.453 (2)	56.937 (0) 50.454 (2)	47.744 (0)	49.433 (1)
2	16	Darren Johnson	1991 Toyota Celica Turbo	52.965	53.059 (0) MDNF	52.965 (1) MDNF	DNF	MDNF
3	9	Bruce Bettinger	1990 Toyota Celica ST	53.210	55.300 (0) 53.535 (0)	54.639 (0) 54.117 (0)	53.210 (0)	53.420 (0)
AP: A Prepared Open								
1	35	Dave Trimble	1965 Shelby Cobra 427	47.718	49.957 (0) 48.664 (0)	50.654 (1) 47.718 (0)	DNF	49.722 (0)
CP: C Prepared Open								
1	42	David Estes	1987 Ford Mustang GT	47.907	49.127 (0) 54.613 (3)	50.130 (0) 47.907 (0)	50.667 (1)	48.396 (0)

Pos	Car #	Driver Sponsor	Vehicle Tires	Best	Run-1 Run-5	Run-2 Run-6	Run-3 Run-7	Run-4 Run-8
FML: F Modified Ladies								
1	52	Lu Geis	1982 Morton Fvee	48.838	51.580 (0) 48.838 (1)	52.894 (2) 51.773 (2)	49.165 (0)	50.013 (1)
FM: F Modified Open								
1	25	Dave Geis	1982 Morton Fvee	43.231	44.853 (0) 43.231 (0)	46.287 (1) 43.643 (0)	45.378 (1)	45.085 (0)
STSL: Street Touring S Ladies								
1	37	Allison Naden	2001 Volkswagen Jetta	51.610	55.008 (0) 53.688 (1)	56.333 (1) 51.610 (0)	53.012 (0)	52.154 (0)
STS: Street Touring S Open								
1	36	John Dolecek	1994 Toyota Celica GT	46.149	47.198 (0) 47.402 (1)	48.386 (1) 46.825 (1)	46.149 (0)	54.369 (3)
2	0	John Bieberly	1999 Subaru Impreza	47.042	49.516 (0) 48.562 (0)	DNF 47.042 (0)	52.721 (1)	48.406 (0)
3	51	Tim Harmon	1999 Ford Contour	47.841	48.941 (0) 49.787 (1)	50.744 (1) 47.841 (0)	50.344 (1)	49.968 (1)
4	22	Tom Naden	2001 Volkswagen Jetta	49.009	51.248 (0) DNF	54.760 (1) 49.009 (0)	50.074 (0)	51.522 (1)
5	24	Marc Akin	1996 Acura Integra	55.802	DNF 55.923 (0)	58.732 (0) 55.802 (0)	57.422 (0)	56.266 (0)
SO: Street Open Open								
1	20	Loren Williams	1996 Mazda Miata	45.268	52.035 (2) 47.476 (1)	45.687 (0) 47.656 (1)	45.268 (0)	45.471 (0)
2	19	Rob Roytas	2000 Mazda Miata	45.404	48.703 (1) 45.638 (0)	47.092 (0) 46.191 (0)	45.404 (0)	45.654 (0)
3	31	Bryan Jones	1986 Chevrolet Camaro	46.925	47.179 (0) 47.650 (0)	47.769 (0) 47.694 (0)	46.925 (0)	47.536 (0)
4	55	Tom Regen	1997 Mitsubishi Eclipse	48.317	51.669 (0) 51.509 (1)	50.681 (0) 48.974 (0)	48.317 (0)	61.147 (1)
5	4	Dave Gird	1991 Chevrolet Corvette	48.913	DNF DNF	DNF 48.913 (0)	DNF	49.231 (0)
6	45	Paul Sherman	1988 Volkswagen GTI	49.484	DNF 49.877 (1)	51.560 (1) 49.484 (1)	70.018 (2)	52.244 (2)
7	17	Grant Moore	1989 Chevrolet Corvette	50.108	54.472 (0) 50.603 (0)	51.889 (0) 50.108 (0)	50.773 (0)	50.909 (0)
8	5	Robert Foster	1988 Volkswagen GTI	50.134	55.739 (1) 56.768 (2)	50.134 (0) 52.906 (1)	53.270 (2)	50.288 (0)
9	8	Greg Laws	2000 Mazda Miata	51.120	52.469 (1) 51.180 (1)	51.120 (1) 51.394 (1)	51.543 (1)	51.860 (1)
10	2	Gary Jr Blessing	1993 Mazda Miata	52.081	52.836 (0) 52.081 (0)	54.678 (1) 52.081 (0)	56.172 (1)	52.266 (0)
11	34	Tom Henning	1981 Triumph TR7	55.818	58.531 (0) DNF	55.818 (0) DNF	DNF	DNF
SM: Street Modified Open								
1	56	Joe Silva	1997 Chevrolet Camaro SS	47.369	47.369 (0) 48.348 (1)	48.477 (1) 47.847 (1)	48.130 (1)	49.664 (2)
SM2: Street Modified 2 Open								
1	32	Chad Sutton	1999 Mazda Miata	44.706	46.438 (0) 48.802 (2)	44.706 (0) 45.116 (0)	46.573 (1)	46.059 (1)
FUN: Fun Runs Open								
1	58	David Walker	1997 Ford Mustang Cobra	44.176	44.215 (0) 44.545 (0)	46.354 (1) 44.241 (0)	46.385 (1) 44.176 (0)	46.157 (1)
2	60	Rob Roytas	2000 Mazda Miata	44.301	47.253 (1) 44.877 (0)	45.421 (0) 44.301 (0)	48.338 (2)	48.852 (2)



Everything You Ever Wanted To Know About Underdrive Pulleys (but were afraid to ask)

By Dennis Grant

The theory behind underdrive pulleys is sane enough: various engine accessories are driven off a belt system taken off the nose of the crankshaft. It takes power to drive these accessories, and the amount of power consumed by each accessory is usually proportional to the speed at which it is driven. Slowing down an accessory thus reduces the amount of power it consumes.

Note, however, that is is not "free power" but rather "robbing Peter to pay Paul". The output of an accessory is proportional to the amount of power it consumes, so if you reduce the amount of power a given thingie is consuming by underdriving it, then you are also reducing its output. Go too slow, and you can cause more harm than good.

For example, if your car draws 20 Amps of current at idle, and you underdrive the alternator to the point where it is only producing 15 Amps, then that 5 Amps will come out of the battery - so a running car will discharge a battery, not charge it.

Anyway, depending on the design of an individual engine and its accessories, some power may be found by underdriving the accessories.

To do that, you have a choice: just like on a 10-speed bicycle, you can change the diameter of either the driven pulley (gear in the case of the bike) or the driving (crank) pulley.

Reducing the diameter of the crank pulley underdrives all accessories. Increasing the diameter of a given accessory's pulley underdrives just that acc-

cessory.

So far, so good. This is all just plain-Jane high-school mechanics here. If you've ever had a multi-speed bike with a tire-driven light generator on it, you've experienced everything that's going on here.

But now it gets complicated:

Crankshafts flex. One end of the crankshaft (the transmission end) is for all intents and purposes held solid, and the other end is free-floating. The crank is then subjected to a series of pulses tangential to the axis of rotation, both in the direction of just power pulses, but compression pulses, inertial loads as the pistons come over the top of their strokes, and so on and so forth)

The crankshaft is being wrung like the neck of a chicken, constantly back and forth, with each crank throw acting like an additional hand on its neck.

No Crankshaft Design Is Immune To This - ALL crankshafts flex. There is no way around it.

The amount of flex does vary in degree though. Cranks that see

more torque flex more. Cranks that see higher RPM (and thus higher piston inertial loads) flex more. Longer cranks flex more. (There is an aircraft engine in the Chrysler museum that has a crankshaft about 6 feet long. Crank flex was so bad in this motor that they moved the power take-off to the center of the crank, effectively halving the length of the crank.)

Crank flex is also dependant somewhat on crank metallurgy.

Thus, a short, slow, low-power motor won't see much crank flex, where a long, high-revving, powerful motor will see more.

But that's not all...

Each crank has a "natural frequency" that it wants to vibrate at (and higher order frequencies - called "harmonics" - that are integer multiples of its natural frequency). If a crank sees pulses at its natural frequency, each pulse will reinforce the one preceding it (like sloshing back and forth in the bathtub, or rocking a car to get unstuck from a snowbank). If this happens, the crank will eventually tear itself apart.

Not only that, but due to a law

of physics that I can't explain very well, because one end of the crank is supported and the other not, you get a sort of "crack the whip" effect that causes the crank nose to move at 90 degrees to the axis of rotation, turning the crank nose into a hammer.

Needless to say, all these effects are bad for motor life.

You cannot get rid of them - they are an intrinsic part of the nature of the crankshaft. It is the nature of crankshafts to flex, to have harmonics, and to try and pound out their bearings.

But you can control these effects. Enter the "harmonic damper".

The harmonic damper consists of an inertial ring bonded to the crankshaft via some elastic substance, usually a rubber of some sort.

The inertial ring is just a circular weight that, thanks to inertia, wants to keep turning in the direction of crank rotation. As the crank flexes back and forth, the inertial ring stays pretty much steady, and the rubber that joins the two together damps out the crank pulses.

It is this flexible rubber joint that makes the damper work. Without it, the inertial ring becomes a solid part of the crankshaft, and will flex back and forth with the crank (possibly even magnifying the effects!) No rubber ring = no damper.

Further complicating the issue, not all engines were internally neutrally balanced; they needed offset counterweights external to the engine to bring the engine into balance. Often, the

Dennis Grant is a Canadian member of the SCCA and a very active member of the online autocross community. He is an automotive engineer by day, and in his spare time he autocrosses a highly modified Eagle Talon. His name may be familiar to some of you as he was a driving force behind the creation of the SCCA's new Solo II Street Modified category. This article was posted to the Street Touring email list in response to questions of why there is a limitation on replacement of crankshaft dampeners in the STS class. It is reprinted with permission. Direct any questions or comments to Dennis at trog@wincom.net.

counterweight was added to the hub section of the harmonic damper (you already had to have the bloody thing, why not put the counterweight onto it?) and so the damper got called a "harmonic balancer", often shortened to "balancer".

So the terms "balancer", "harmonic balancer", "torsional damper" and "harmonic damper" are all basically interchangeable. They are not all the same thing (depending on if there is a balancing counterweight in there or not) but they all perform the essential function of controlling crank flex.

Now, on most domestic V8s, the balancer and the crank pulley were two separate parts, bolted together. One could thus change the diameter of the crank pulley without disturbing the damping function. But on most modern engines, the crank pulley and the damper assembly are the same unit. What's more, it seems that the size of the inertial ring has dropped, and the thickness of the elastomer ring has shrunk, so it is often difficult to see at first inspection that a given pulley/damper assembly is in fact an assembly and not just a plain-jane pulley.

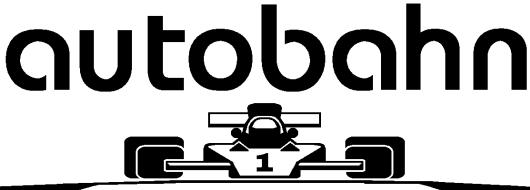
If a pulley/damper assembly is replaced with a solid pulley, engine damage WILL eventually occur. The likelihood and severity varies from engine to engine, but the physics behind the damage is immutable.

Now there ARE engine builders who will remove damper assemblies. It was common in my drag race days to replace 15lb dampers with solid aluminum hubs (in order to reduce rotational inertia) but this was done on engines that were torn down and rebuilt after every event.

If you have the type of operation that has a couple of spare engines, and every week the engines are rotated, and the past weekend's engine is torn down and inspected, then yeah, you can get away with deleting the damper.

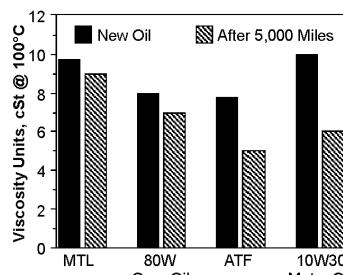
If you have a short-crank, low-torque, low-rpm motor, or your motor rarely sees full-throttle use, then you too can probably get away with a solid pulley. And once and a while, someone will just get lucky — I've heard of guys who smokes 5 cigars a day from the time they were 12 dying at the age of 104, but that doesn't mean smoking is safe.

Showroom Hours: Tues - Fri 9-6



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BENEFIT SUMMARY <ul style="list-style-type: none"> • Formulated for turbo protection • Highest film-strength available • Provides upper cylinder wear protection • Increases high-temperature oil pressure • Protects bearings at high speeds and temperatures • Reduces cam and lifter wear • Prevents foaming even at high speeds • Increases fuel economy • Reduces engine temperatures • Increases engine durability • Flows well in very cold climates • Compatible with petroleum and most synthetic oils • Compatible with seals designed for petroleum • Satisfies warranty requirements of API SH/SG/SF/CE/CD/CC • Allows extended drains in non-warranty vehicles 																		
VISCOSITY LOSS IN TRANSMISSION USE  <table border="1" style="margin-top: 10px; border-collapse: collapse; width: 100%;"> <caption>Viscosity Loss @ 100°C</caption> <thead> <tr> <th>Lubricant</th> <th>New Oil</th> <th>After 5,000 Miles</th> </tr> </thead> <tbody> <tr> <td>MTL</td> <td>~10.5</td> <td>~9.5</td> </tr> <tr> <td>80W Gear Oil</td> <td>~7.5</td> <td>~6.5</td> </tr> <tr> <td>ATF</td> <td>~7.5</td> <td>~5.5</td> </tr> <tr> <td>10W30 Motor Oil</td> <td>~11.0</td> <td>~6.5</td> </tr> </tbody> </table>				Lubricant	New Oil	After 5,000 Miles	MTL	~10.5	~9.5	80W Gear Oil	~7.5	~6.5	ATF	~7.5	~5.5	10W30 Motor Oil	~11.0	~6.5
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CORBEAU SEATING

Clubman

\$21



The Clubman is an entry level five point harness seat. This fixed back seat is ideal for the weekend enthusiast or everyday driver. Whether it be on or off road, the Clubman provides the race look without breaking the bank. Standard features include tubular steel frame, molded foam, integrated headrest, and five harness slots.

Forza II

\$24



The Forza II is a full competition seat built with the larger driver in mind. This heavily padded seat is the largest race seat available. Standard features include 5 harness slots (for a full race harness), integrated shoulder support, setup for roll bar clip attachment on back of seat, powdercoated tubular steel frame, and FIA approved.

The manufacturers of underdrive pulleys not people with whom I would do business COULD, if they wanted to, build under-

drive combo damper/pulley assemblies, but they have chosen not to. Instead, they will make claims about OEM engineering incompetance, dispute the function and effectiveness of dampers, and generally deny that there is any problem - after all, designing a proper part would take research, and it would cut into their profit margin. I am singularly unimpressed with the underdrive pulley people. They are

The bottom line is this:

1. Replacing a pulley/damper assembly with a solid pulley **as a minimum** greatly increases the risk of engine damage.
2. Assuming you are set on underdriving your accessories, the same thing can be achieved with replacement accessory pulleys.



Upcoming Events

April	
Apr 7, Sunday	Solo II - Wichita - Boeing N-Lot MacArthur and K-15
Apr 10, Wednesday	Board Meeting - 6:30 pm
Apr 13/14, Saturday/Sunday	Race - AVRG Reg/Nat/IT at Hallet Motor Racing Circuit
Apr 20/21, Saturday/Sunday	<i>Solo II - Salina Region ECRA - Solos on both days.</i>
Apr 24, Wednesday	Membership Meeting - 7:30 pm Red Mesa 756 N Tyler
Apr 27/28, Saturday/Sunday	Solotime MiDiv Championship Event #1 - Salina ECRA
May	
May 8, Wednesday	Board Meeting - 6:30 pm
May 12, Sunday	Solo II - Wichita - Boeing N-Lot MacArthur and K-15
May 18/19, Saturday/Sunday	<i>Solo II - Salina Region ECRA -Mirror Khana XXVIII</i>
May 22, Wednesday	Membership Meeting - 7:30 pm Red Mesa 756 N Tyler
June	
June 2, Sunday	Solo II - Strother Field - Winfield
June 12, Wednesday	Board Meeting - 6:30 pm
June 23, Sunday	<i>Solo II - Salina Region ECRA</i>
June 26, Wednesday	Membership Meeting - 7:30 pm Red Mesa 756 N Tyler
June 29/30, Saturday/Sunday	Solotime MiDiv Championship Event #3 - @ Salina ECRA

Regional Officers and Contacts

Club Phone	(316) 788-6023	Regional Web Page	http://www.wichitascca.org		
Regional Executive Dave Geis	3933 Somerset Wichita, KS 67204	(316) 832-0496 dgeis@kscable.com	Past Regional Exec. Greg Laws	2704 Morningview Ave. Winfield, KS 67156	(316) 221-0122 glaws@kscable.com
Assistant Regional Exc Frank Diringer	604 Michael Rd. Newton, KS 67114	(316) 283-1247	Secretary Debbie Knapp	122 Jones St. Maize, KS 67101	(316) 722-2809
Race Comp. Chairman George Morrison	207 N. Parkridge Wichita, KS 67212	(316) 722-2872 gmson@swbell.net	Treasurer John Houston	2801 N. Rock Rd. #2404 Wichita, KS 67226	(316) 643-2966 jhouston@southwind.net
Rally Chairman Bruce Bettinger	1519 Virginia Derby, KS 67037	(316) 788-3942 bbetting@southwind.net	Youth Steward Rick Knapp	122 Jones St. Maize, KS 67101	(316) 722-2809
Solo Paul Sherman	615 W. 2nd St. Andover, KS 67002	(316) 733-2720 Paul.Sherman1@worldnet.att.net	Activities Bruce Bettinger	1519 Virginia Derby, KS 67037	(316) 788-3942 bbetting@southwind.net
Solo Registrar Rob Roytas	550 N. Valleyview Wichita, KS 67212	(316) 721-9237 rroytas@kscable.com	Asst. Activities	1119 N. Westfield St. Wichita, KS 67212	(316) 721-0307
Merchandise Edwin Martens	2422 Columbine Wichita, KS 67204	(316) 832-9524 acbs@kscable.com	Membership Charlene Bettinger	1519 Virginia Derby, KS 67037	(316) 788-3942 bbetting@southwind.net
Wail Editor Tom Regen	2305 S. Cooper Wichita, KS 67207	(316) 685-5631 tclipse97@yahoo.com	Webmaster Robert Foster	1970 N. Shefford Wichita, KS 67218	(316) 684-9351 DSP83GTI@hotmail.com
Board of Directors					
Scott Bettinger	334 Hungerford Haysville, KS 67060	(316) 554-7461 bbetting@southwind.net	Tom Huxtable	1119 N. Westfield St. Wichita, KS 67212	(316) 721-0307
Robert Foster	1970 N. Shefford Wichita, KS 67218	(316) 684-9351 DSP83GTI@hotmail.com	Edwin Martens	2422 Columbine Wichita, KS 67204	(316) 832-9524 acbs@kscable.com
Lu Geis	3933 Somerset Wichita, KS 67204	(316) 832-0496 dgeis@kscable.com	Loren Williams	1970 N. Shefford Wichita, KS 67212	(316) 773-9264 Loren@kscable.com

Hotline: If you need further information on any event listed in this calendar, call the Club phone (788-6023) and leave a detailed message. Someone will return your call and attempt to answer your questions.

Membership Meetings: Membership meetings are held on the fourth (not necessarily the last) Wednesday of every month at 7:30 pm. Our meeting location is the Red Mesa Grill at 756 N. Tyler - just North of Central on Tyler.

Board of Directors Meetings: BoD meetings are held on the second Wednesday of each month at 6:30. The meeting location is Family Consultation Service at 560 N. Exposition just west of McLean and Seneca. Enter the FCS parking lot from Dodge Ave. Anyone interested may attend any of these meetings.

Solo II Events: Setup begins at 7:00 AM (please come help). Typically, registration is open between 8:30 AM and 1:00 PM, the drivers meeting is held at 9:30 AM and the first car is on the course by 10:00 AM. All drivers AND guests must sign the insurance waiver(s). To pre-register your entry online, see our web site at: <http://www.wichitascca.org/PreRegistar.html>

You may also pre-register by phone by calling the Solo Chairman.

Jr. Karts: The Wichita region has a great Junior Solo Karts program. Pre-registration is required for all Junior drivers. Contact Rick Knapp (722-2809) for more information.

Interested in SCCA Road Racing? Call George Morrison at 722-2872 or attend a Membership Meeting and ask questions! Race workers are always needed and you can't get any closer to the action.

Address Change? So you moved, changed your phone number, changed your e-mail address, whatever. Let us know!! Please notify the National office in Englewood, CO, Charlene Bettinger (788-3942), and Dave Geis (832-0496, dgeis@kscable.com).

Email list: If you would like to participate in some electronic bench racing, subscribe to the Wichita Region SCCA email list. Send an email to majordomo@autox.team.net with the words "subscribe wichita-scca" in the body of the message. You will get an automatic reply with instructions to complete the process.



Shamrock Solo at Boeing

By Brian Meyer

It was 2 AM and I couldn't get back to sleep. I told myself that I'm getting old as I started the coffee. Oh well, at least I caught the last half of the Malaysian Grand Prix live that morning. I made it to the trailer by 4AM and discovered that my wiring harness coupling didn't match. Good thing Wal-Mart is close and always open. Made it to the site by 4:45 and was greeted by a security guard. After explaining who I was he told me he was aware of the event and had tried to keep people from parking in N-Lot for us. I thanked him and started roping off the area we needed for grid. It's a good thing I got there relatively early; several people would have parked in the area if it weren't roped off.

Before long people showed up to help set up the site. Art Martinez had called me Saturday



Christian Super—2001 Toyota MR2



Zabi Wardack—STX 2001 Acura Integra

evening and said he wouldn't make it to help set up. He said something about needing to fix a plumbing emergency in the morning. Being a homeowner myself, I didn't need to hear any more. Art's co-driver for this year Amo Carrasco came out to help co-chair the event and he was a great help. Pretty much everything was set up and ready to go by 10 AM except for the computer. I knew Loren had written a new program for tracking times and we couldn't find it on the PC, so we decided to just do it the old fashioned way using the time sheets.

This was the first event back at Boeing's N-Lot after a three-year hiatus. I made a detailed

(Continued on page 15)



Paul Sherman tries on Rob Roytas' Miata

scale map of the site and verified the dimensions with a map was very catchable. Evidently I had made back in the new springs made a big difference. I was impressed '97. We didn't have much improvement over last year with all the help we had. In room to work with and light where it was more tail happy. particular, I'd like to thank poles limited my options in the course design. We ended up didn't quit. That car was easily timing nearly every heat and with a course that was a mix of the best handling "big" rear helping keep things going in open and tight sections and wheel drive car I've ever driven. I coned on my best run, extra effort on Sunday and did well. Remembering the Grand Prix from earlier that morning just before the lights. I need to have a word with the course track at Sepang, I tried to make designer about that turn.

the gates on the course very wide but still visible.

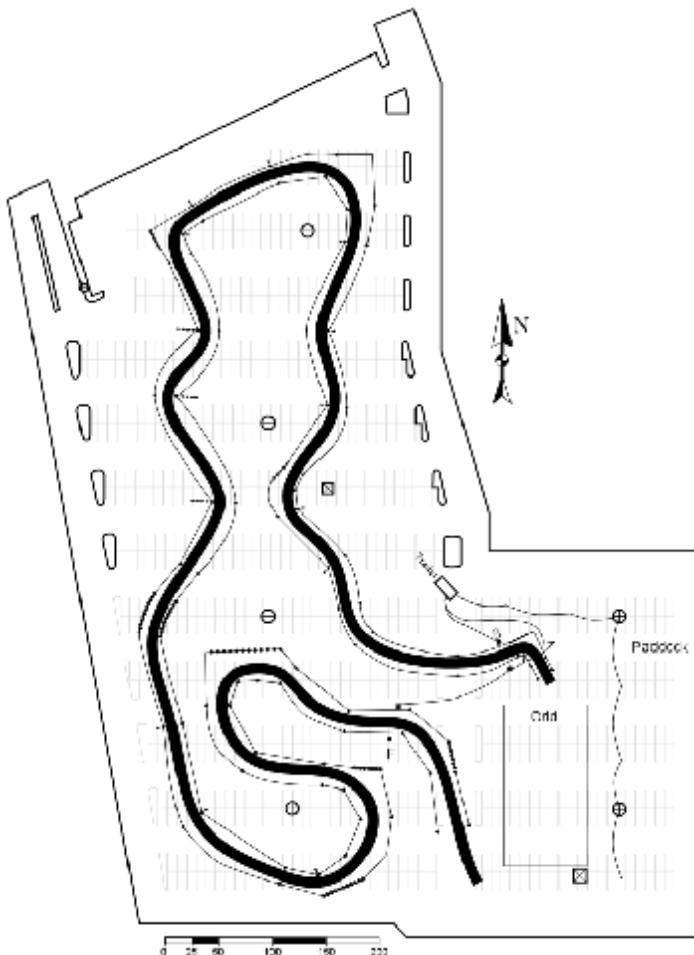
I spent most of the day working grid and assigning workers. The 5th heat arrived and suddenly it was my turn to drive. Jim Harrison graciously offered to let me drive his '72 Corvette in BSP. I've always wanted to drive his car and I gladly accepted. I managed to not spin or hit anything hard (my main goals) on my first run. I got a little sideways on my

ALL of the data entry for the whole day and had results done by the time the course was torn down. Thanks Loren. Mike and Loren's performance was great, but it also shows how much we need help in the trailer. It seems that every year we are short on people willing to work the computer and timer. The more people we have that can fill these positions, the better off we will be with transitions between heats and the less burnt out people will get. One more thing, Rob Roytas did a great job with registration but he too needs help. We need to find at least one more person to help with registration so Rob can get a break to walk the course and/or prepare his car.

This event couldn't have happened without the help of Security Chief Cornelison from Boeing. The Security office made sure the lot was available for us to use and coordinated with sub-contractors to have their vehicles normally parked in N-lot moved to another location for the day. Thanks also to Paul Sherman for stepping up and taking on the role of Solo2 Chairman for the region and getting the event organized with such short notice.



Matt Hammerbacher is back!



Top 10 Best Times

Pos	Pax	Best	Car #/Class	Driver
1		38.745	76 BSP	Jim Harrison
2		38.779	86 CS	David Green
3		39.605	25 FM	Dave Geis
4		39.864	56 SM	Joe Silva
5		39.934	77 AS	Jim French
6		39.937	34 SM2	Chad Sutton
7		40.100	72 BSP	Brian Meyer
8		40.220	37 SM2	Gary Whipple
9		40.271	11 SO	Loren Williams
10		40.298	62 STS	Gary Gaither

Vehicle
1972 Chevrolet Corvette
1999 Mazda Miata
1982 Morton FV
1997 Chevrolet Camaro SS
1989 Chevrolet Corvette
1999 Mazda Miata
1972 Chevrolet Corvette
1993 Acura NSX
1996 Mazda Miata
1998 Subaru Impreza

The PAX index is a method of "equalizing the differences between classes by converting each driver's best time to its theoretical equivalent if each driver had been in an A-Modified car."

Top 10 Indexed Times

Pos	Pax	Best	Car #/Class	Driver
1		31.489	38.779	86 CS
2		31.594	40.298	62 STS
3		31.781	40.537	50 STS
4		31.836	40.556	63 GS
5		32.418	40.271	11 SO
6		32.546	38.745	76 BSP
7		32.710	40.634	70 SO
8		32.819	41.861	81 STS
9		32.872	41.928	82 STS
10		32.965	41.993	84 GS

Vehicle	Index
1999 Mazda Miata	0.812
1998 Subaru Impreza	0.784
1994 Toyota Celica ST	0.784
1999 Chevrolet Camaro	0.785
1996 Mazda Miata	0.805
1972 Chevrolet Corvette	0.840
2000 Mazda Miata	0.805
1999 Ford Contour SVT	0.784
1982 Subaru Impreza	0.784
1995 Acura Integra	0.785

Wichita Region SCCA - Official Solo Results

St. Patrick's Day
3/17/2002 at Boeing

<i>Pos</i>	<i>Car #</i>	<i>Driver Sponsor</i>	<i>Vehicle Tires</i>	<i>Best</i>	<i>Run-1 Run-5</i>	<i>Run-2 Run-6</i>	<i>Run-3 Run-7</i>	<i>Run-4 Run-8</i>
AS: A Stock Open								
1	77	Jim French	1989 Chevrolet Corvette	39.934	44.173 (1) 39.934 (0)	40.843 (0)	42.558 (1)	42.454 (1)
2	35	Dave Gird	1991 Chevrolet Corvette	41.042	43.112 (0) 41.042 (0)	41.744 (0)	42.242 (0)	41.230 (0)
BS: B Stock Open								
1	59	Ken Neely	2000 Honda S2000	41.979	42.225 (0) 41.979 (0)	44.469 (0)	42.230 (0)	51.737 (1)
CS: C Stock Open								
1	86	David Green	1999 Mazda Miata	38.779	41.026 (0) 38.931 (0)	40.072 (0)	39.180 (0)	38.779 (0)
2	60	Bill Dayton	1999 Mazda Miata	41.744	43.487 (1) 43.222 (1)	45.358 (2)	43.558 (1)	41.744 (0)
3	10	Christian Super	2001 Toyota MR-2 Spyder	44.569	44.569 (0) 45.666 (0)	44.653 (0)	44.739 (1)	49.949 (3)
4	40	John Vrana	1997 Mazda Miata	44.804	49.819 (0) 44.804 (0)	50.346 (1)	46.444 (0)	45.081 (0)
5	18	Judson Elliott	1995 Mazda Miata	45.079	47.571 (0) 45.079 (0)	46.159 (0)	45.165 (0)	45.342 (0)
6	6	Othal Vrana	1997 Mazda Miata	46.616	54.857 (2) 46.616 (0)	48.828 (0)	48.236 (0)	46.899 (0)
ES: E Stock Open								
1	8	Chuck McCoy	1983 Porsche 944	41.302	47.466 (1) 41.302 (0)	43.432 (0)	44.411 (1)	44.566 (1)
2	12	Tom Zickuhr	1988 Porsche 924 S	44.808	47.582 (1) 46.137 (0)	50.815 (0)	45.342 (0)	44.808 (0)
FS: F Stock Open								
1	36	Jim Pernice	1997 Chevrolet Camaro	42.700	44.000 (0) 42.700 (0)	43.000 (0)	43.000 (0)	44.000 (0)
GS: G Stock Open								
1	63	Edwin Martens	1999 Chevrolet Camaro	40.556	42.370 (0) 40.556 (0)	42.603 (1)	43.117 (1)	44.400 (2)
2	84	Chris Lawrie	1995 Acura Integra	41.993	44.488 (1) 50.395 (3)	46.565 (1)	44.833 (1)	41.993 (0)
3	64	Abner Perney	1985 Toyota Supra	47.259	48.434 (0) 47.259 (0)	47.875 (0)	47.268 (0)	47.872 (0)
HS: H Stock Open								
1	9	Darren Johnson	2002 Mazda Protégé	45.198	45.696 (0) 47.201 (2)	46.563 (1)	46.076 (1)	45.198 (1)
2	13	Bruce Sargent	1987 Honda CRX	46.481	47.674 (0) 46.481 (0)	48.352 (0)	47.122 (0)	47.149 (0)
BSP: B Street Prepared Open								
1	76	Jim Harrison	1972 Chevrolet Corvette	38.745	50.796 (2) 38.745 (0)	41.656 (1)	41.164 (1)	41.433 (1)
2	72	Brian Meyer	1972 Chevrolet Corvette	40.100	40.100 (0) 42.134 (1)	44.432 (2)	41.077 (1)	DNF
CSP: C Street Prepared Open								
1	7	Ryan St Louis	1995 Honda Civic	42.939	44.415 (0) 43.282 (0)	43.174 (0)	43.794 (0)	42.939 (0)
DSP: D Street Prepared Open								
1	65	Jeremy Nichols	1978 Fiat X 1/9	43.528	44.266 (0) 57.528 (2)	51.671 (1)	43.528 (0)	43.784 (0)



<i>Pos</i>	<i>Car #</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Best</i>	<i>Run-1</i>	<i>Run-2</i>	<i>Run-3</i>	<i>Run-4</i>	<i>Run-5</i>	<i>Run-6</i>	<i>Run-7</i>	<i>Run-8</i>
				<i>Sponsor</i>								
				<i>Tires</i>								
ESPL: E Street Prepared Ladies												
1	4	Vicky Foster	1997 Chevrolet Camaro SS		48.101	51.267 (0) 48.101 (0)			49.943 (0)	50.008 (0)		49.490 (0)
ESP: E Street Prepared Open												
1	54	Paul Foster	1997 Chevrolet Camaro SS		40.819	43.490 (1) 40.819 (0)			41.472 (0)	41.351 (0)		40.882 (0)
FSP: F Street Prepared Open												
1	48	Bob Cummings	1991 Toyota Celica Turbo		41.081	56.283 (0) 41.375 (0)			42.853 (0)	41.493 (0)		41.081 (0)
2	15	Bruce Bettinger	1990 Toyota Celica ST		44.454	47.814 (0) 57.421 (0)			47.952 (1)	46.644 (0)		44.454 (0)
3	88	Matt Armfield	1971 Datsun 510		45.326	46.374 (0) MDNS			45.326 (0)	55.901 (0)		MDNS
AP: A Prepared Open												
1	66	Dave Trimble	1965 Shelby Cobra		42.677	45.141 (1) 43.050 (0)			50.706 (1)	43.023 (0)		42.677 (0)
BP: B Prepared Open												
1	45	Richard Prestage	2000 Chevrolet Camaro SS		41.732	42.858 (0) 41.732 (0)			42.366 (0)	41.876 (0)		42.051 (0)
CP: C Prepared Open												
1	42	David Estes	1987 Ford Mustang		44.322	45.535 (0) DNF			44.849 (0)	44.322 (0)		47.845 (1)
EP: E Prepared Open												
1	69	Mark Braun	1988 Honda CRX		42.476	48.158 (2) 47.724 (2)			44.971 (1)	44.893 (1)		42.476 (0)
FM: F Modified Open												
1	25	Dave Geis	1982 Morton FV		39.605	40.505 (0) 39.759 (0)			39.605 (0)	42.371 (1)		43.306 (2)
2	52	Lu Geis	1982 Morton FV		40.916	42.731 (0) 41.022 (0)			43.395 (1)	40.916 (0)		41.146 (0)
3	41	Roy Hall	1980 Lynx FV		48.069	DNF 50.274 (2)			48.426 (0)	48.069 (1)		51.267 (1)
STS: Street Touring S Open												
1	62	Gary Gaither	1998 Subaru Impreza		40.298	41.167 (0) 40.594 (0)			40.298 (0)	40.571 (0)		40.926 (0)
2	50	John Dolecek	1994 Toyota Celica ST		40.537	41.697 (0) 43.062 (1)			40.919 (0)	40.537 (0)		42.408 (1)
3	81	Tim Harmon	1999 Ford Contour SVT		41.861	43.022 (0) 41.861 (0)			42.624 (0)	46.572 (2)		42.792 (0)
4	82	John Bieberly	1982 Subaru Impreza		41.928	44.487 (0) 42.084 (0)			42.214 (0)	45.767 (1)		41.928 (0)
5	17	Matt Hammerbacher	1995 Pontiac Sunfire		42.986	45.868 (1) 43.535 (0)			44.165 (0)	43.534 (0)		42.986 (0)
6	67	Eric Phillips	1997 Subaru Impreza		43.295	44.199 (0) 43.347 (0)			43.733 (0)	43.515 (0)		43.295 (0)
7	1	Jerry Gaddis	1972 Datsun 510		43.604	62.415 (3) 43.604 (0)			47.310 (1)	45.973 (0)		46.243 (0)
8	19	Marco Tilma	1992 Acura Integra GS-R		43.789	46.208 (0) 44.071 (0)			44.714 (0)	43.891 (0)		43.789 (0)
9	61	Frank Do	2000 Toyota Celica ST		44.308	45.510 (0) 44.308 (0)			44.952 (0)	44.540 (0)		44.448 (0)
10	83	Shelley Cox	1998 Subaru Impreza 2.5		46.405	48.129 (0) 47.690 (1)			48.748 (1)	46.405 (0)		47.318 (0)
STX: Street Touring X Open												
1	16	Zabi Wardak	2001 Acura Integra		42.384	45.382 (0) 42.384 (0)			44.156 (1)	46.074 (2)		45.421 (2)

<i>Pos</i>	<i>Car #</i>	<i>Driver Sponsor</i>	<i>Vehicle Tires</i>	<i>Best</i>	<i>Run-1 Run-5</i>	<i>Run-2 Run-6</i>	<i>Run-3 Run-7</i>	<i>Run-4 Run-8</i>
SO: Street Open Open								
1	11	Loren Williams	1996 Mazda Miata	40.271	40.647 (0) 40.611 (0)	40.271 (0)	40.941 (0)	40.711 (0)
2	70	Rob Roytas	2000 Mazda Miata	40.634	42.608 (0) 40.634 (0)	DNF	40.652 (0)	40.721 (0)
3	20	Paul Sherman	2000 Mazda Miata	42.010	44.764 (1) 42.010 (0)	44.742 (1)	43.886 (1)	42.923 (0)
4	55	Tom Regen	1997 Mitsubishi Eclipse	42.313	46.106 (1) 42.313 (0)	45.889 (1)	43.683 (0)	42.952 (0)
5	31	Bryan Jones	1986 Chevrolet Camaro	42.333	42.965 (0) 42.878 (0)	44.025 (0)	42.333 (0)	DNF
6	24	Derek Cochran	2000 Ford Mustang	42.644	44.704 (0) 42.644 (0)	43.550 (0)	45.479 (1)	42.717 (0)
7	49	Shawn Welling	2001 Ford Mustang	42.757	44.167 (0) 44.197 (0)	44.221 (0)	42.802 (0)	42.757 (0)
8	44	Scott Elliot	1995 Mazda Miata	42.960	47.777 (0) 42.960 (0)	45.092 (0)	44.027 (0)	43.364 (0)
9	57	Eli Barthelman	1999 Subaru Impreza 2.5	43.789	47.305 (0) 43.789 (0)	44.127 (0)	45.234 (0)	45.044 (0)
10	5	Andrew Auerbach	2002 Subaru Impreza WRX	44.166	46.048 (0) 44.166 (0)	46.157 (1)	47.413 (1)	45.444 (0)
11	53	Thad Cook	2001 Ford Mustang	44.955	46.931 (0) 44.955 (0)	46.470 (0)	46.739 (0)	49.858 (2)
12	32	Chad Leisenring	2002 Subaru Impreza WRX	44.992	46.632 (0) 44.992 (0)	45.936 (0)	45.930 (0)	46.800 (0)
13	21	Mike Scofield	1998 BMW 325i	45.344	47.295 (0) DNF	45.344 (0)	46.222 (0)	45.763 (0)
14	43	Tom Henning	1981 Triumph TR7	45.839	47.191 (0) 45.839 (0)	47.727 (0)	46.398 (0)	47.425 (1)
15	73	Dale Cox	1996 Ford Taurus	47.508	51.201 (1) 49.700 (1)	49.674 (1)	47.508 (0)	48.901 (0)
SM: Street Modified Open								
1	56	Joe Silva	1997 Chevrolet Camaro SS	39.864	40.665 (0) 41.756 (1)	40.309 (0)	39.968 (0)	39.864 (0)
2	46	Jason Kice	1995 Ford Mustang Cobra R	46.688	47.151 (2) 51.546 (4)	49.892 (4)	46.688 (3)	51.334 (4)
SM2: Street Modified 2 Open								
1	34	Chad Sutton	1999 Mazda Miata	39.937	40.205 (0) 40.072 (0)	40.043 (0)	40.828 (0)	39.937 (0)
2	37	Gary Whipple	1993 Acura NSX	40.220	41.964 (0) 40.220 (0)	41.865 (0)	41.100 (0)	42.641 (1)
3	27	Susie Sutton	1999 Mazda Miata	41.009	43.839 (0) 41.009 (0)	41.315 (0)	41.435 (0)	47.537 (2)
FUN: Fun Runs Open								
1	80	Rob Roytas	2000 Mazda Miata	39.995	41.330 (0) 40.241 (0)	40.616 (0)	40.313 (0)	39.995 (0)
2	79	Ken Neely	2000 Honda S2000	41.714	41.881 (0) 41.744 (0)	47.096 (0)	41.714 (0)	41.987 (0)
3	87	Mark Braun	1985 Porsche 944	46.086	48.681 (1) DNS	57.061 (4)	47.731 (0)	46.086 (0)



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Andy's Top Ten Autocross Driving Tips

By Andy Hollis

1. Position first, then speed. Positioning the car perfectly is more important than trying to attain the highest potential speed. For example, you will drop more time by correctly positioning the car nearer to slalom cones than you will by adding 1 or 2 MPH in speed. Same with sweepers (tight line). Same with 90-degree turns (use all of the track). Also, position is a prerequisite for speed. If you are not in the correct place, you will not be able go faster. Or at least not for very long!

2. Turn earlier...and less. To go faster, the arc you are running must be bigger. A bigger arc requires less steering. To make a bigger arc that is centered in the same place, the arc must start sooner (turn earlier).

3. Brake earlier...and less. Waiting until the last possible second approaching a turn and then dropping anchor at precisely the correct place so that the desired entry speed is reached exactly as you come to the turn-in point is quite difficult to execute consistently. Especially when you consider that you get no practice runs on the course, and the surface changes on every run, and you aren't likely to be in exactly the same position with the same approach speed on every run, etc. Better to start braking a little earlier to give some margin of error. And by braking less you can either add or subtract braking effort as you close in on the turn-in point. This will make you consistent and smooth.

4. Lift early instead of braking later. Continuing with the philosophy of #3, when you need to reduce speed only a moderate amount, try an early lift of

the throttle instead of a later push of the brake. This is less upsetting to the car, is easier to do and thus more consistent, and allows for more precise placement entering the maneuver (remember #1 above).

will push the car out a bit farther to avoid inside cones. It is much easier to make small corrections in position with slight variations in the tires' slip angle (that's what you are doing with the throttle) than

steering wheel back the other way, when does the car start to actually change direction? Answer: When the wheel crosses the center point (Not when you first start turning back!) How long does that take? If you are smooth, it takes .25 - .5 seconds. Now, how long is a typical person's reaction time? Answer: about .5 seconds. Finally, how long does it take to go between slalom cones? Answer: Typically on the order of 1 second. Given all of that, your brain must make the decision to begin turning the steering wheel back the other way just *before* you go by the previous cone!!

Since this is a mental issue, a good visualization technique to get used to this is to think about trying to run over the back side of each slalom cone with the inside rear tire of the car. To hit it with the rear tire (and not the front), the car must be arcing well before the cone and the arc must be shallow. Attack the back!

9. Hands follow the eyes, car follows the hands. 'Nuf said.

10. Scan ahead, don't stare. Keep the eyes moving. Looking ahead does not mean staring ahead. Your eyes must be constantly moving forward and back, and sometimes left and right. Glance forward, glance back. Your brain can only operate on the information you give it.

Bonus Tip: Don't forget the stuff in between the marked maneuvers! Too often we think of a course as series of discrete maneuvers. There is typically more to be gained or lost in the areas that are in between. Pay special attention the places where there are no cones.

"Just got back from a weekend of teaching Evolution schools and thought I'd share some stuff that I must have said a thousand times."

5. Easier to add speed in a turn than to get rid of it. If you are under the limit, a slight push of the right foot will get you more speed with no additional side effects.

On the other hand, if you are too fast and the tires have begun slipping, you can only reduce throttle and wait until the tires turn enough of that excess energy into smoke and heat. Don't use your tires as brakes!

6. Use your right foot to modulate car position in constant radius turns, not the steering wheel. In a steady state turn, once you have established the correct steering input to maintain that arc, lifting the throttle slightly will let the car tuck in closer to the inside cones. Conversely, slightly increasing the throttle

with the steering wheel.

7. Unwind the wheel, then add power. If the car is using all of the tire's tractive capacity to corner, there is none left for additional acceleration. At corner exit, as you unwind the wheel, you make some available. If you do not unwind the wheel, the tire will start to slide and the car will push out (see #6 above).

8. Attack the back. For slaloms (also applicable to most offsets), getting close to the cones is critical for quick times (see #1). To get close, we must move the car less, which means bigger arcs. Bigger arcs come from less steering and require earlier turning (see #2). Now for the fun part... When you go by a slalom cone and start turning the

Andy Hollis lives in Austin, TX and is a four time National Champion in SCCA Solo II and Pro Solo. He is a 24 year veteran of the sport with 15 years as an instructor. Now teaching with Evolution Performance Driving Schools.

If you are interested in attending an Evolution Driving School, more information can be found on the worldwide web at <http://www.autocross.com/evolution/> or contact Rob Pickrell (brnrubr@royaltiresalina.com or (785) 827-0300) for details on the Salina Evolution School this month! -Ed.]



Board Of Directors Meeting Minutes

February 13, 2002 (Loren/Frank) passed 5-0.

Meeting called to order by Dave Geis at 6:30

In attendance: Dave Geis (R.E.), Greg Laws (Past R.E.), Frank Diringer (Asst. E.), Lu Geis, Robert Foster, Edwin Martens, Scott Bettinger, Tom Huxtable and Loren Williams (Board Members).

Motion made for the Registrar to continue having \$100.00 for change. (Scott/Tom) passed 8-0

Also in attendance: Debbie Knapp (secretary), Bruce Bettinger (Activity Director), Charlene Bettinger (membership), John Houston (Treasurer), Rick Knapp, Brian Meyer, Will Huxtable and Paul Sherman

Debbie submitted board minutes. Motion to approve

Charlene gave membership report we currently have 282 members with 242 voting members

Paul Sherman has agreed to be Solo II chairman for the 2002 season

Motion to adjourn (Loren/Frank) passed 8-0.

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The Last Word

By Loren Williams,

Editor-of-the-month

I guess since I'm editing this month, I get to have the last word. It's been a while, but I think I remember how to do this.

The good news is that you only have to put up with me for this month. Tom Regen has enthusiastically volunteered to take on the task of editing our newsletter. I've even heard him say he thinks it will be "fun" on more than one occasion. That's the best type of person to fill this position, for sure.

This month's issue came together fairly easily. Thanks to everyone who submitted articles and information on time, early even.

As you may have noticed with this issue, plagiarism is the sincerest form of flattery. Seriously, if you come across an article that you feel may be of interest the readers of The Wail, don't hesitate to send the complete article with reference to its source to the Wail editor. Most amateur writers are happy to grant permission to reprint their work for a regional newsletter. (and it beats the hell out of reading that fluff that Geis writes!)

This brings us to the last word of the last sentence of the last paragraph that I will ever write as editor of this fine publication. Thanks.





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Mike Scofield—1998 BMW 325i

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